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THE Summer Resorts OF MINNESOTA.



MINNEAPOLIS · ST. PAUL · LAKE MINNETONKA
WHITE BEAR · MINNEHAHA ·
THE DALLES OF THE ST. CROIX ·
THE DALLES OF THE ST. LOUIS · ALBERT LEA

D. H. OGDEN,

CEDAR RAPIDS, IA.

JUNE, 1878.

ST. LOUIS, MINNEAPOLIS & ST. PAUL SHORT LINE,

COMPOSED OF THE

CHICAGO, BURLINGTON & QUINCY,
BURLINGTON, CEDAR RAPIDS & NORTHERN
AND
MINNEAPOLIS & ST. LOUIS RAILROADS,

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St. Louis to the Summer Resorts of Minnesota.

Pullman Palace Drawing Room Sleeping Cars

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ALSO

PULLMAN PALACE DINING CARS

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ON EXPRESS TRAINS,

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*Ticket Agent,
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Round Trip Excursion Tickets have been placed on sale at all the prominent Stations on the Houston & Texas Central R. R., and also at Denison, on the Missouri, Kansas & Texas Railway, to the Pleasure Resorts in Wisconsin and Minnesota, at greatly reduced Rates of Fare. Passengers from Texas will have choice of routes either by way of Hannibal, Mo., and the Mississippi River Packets, or via Moberly, Mo., and the all rail routes North, or via Hannibal, Mo., and through Chicago, Ill.

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12 Hours quicker time is now made going to Kansas City, St. Louis, Hannibal, Quincy, Chicago and all prominent cities and towns in the North, by taking the **MISSOURI, KANSAS & TEXAS RAILWAY.**

The citizens of Galveston can now have two Passenger Trains per day from Houston, via Denison. Passengers from San Antonio can now go to Houston and have the advantage of two Passenger Trains per day going North, via Denison. The people of Fort Worth will find two Passenger Trains per day from Dallas, via Denison, and over the

Missouri, Kansas & Texas Railway,

AND ON EACH OF THESE TRAINS THERE WILL BE A

PULLMAN SLEEPING CAR

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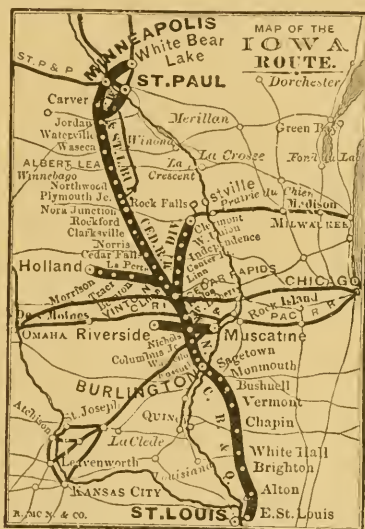
Write to B. F. MILLS, Ass't Gen'l Ticket Agt., Cedar Rapids, Iowa, for copies of this pamphlet.

A GUIDE

← TO →

The Summer Resorts

OF MINNESOTA.



A Full Description of the Summer Resorts of Minnesota,

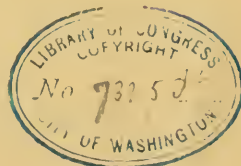
← WITH →
 ROUTES OF TRAVEL, PRINCIPAL HOTELS AND OTHER USEFUL
 INFORMATION.

BY D. H. OGDEN,
 ST. LOUIS, MINNEAPOLIS & ST. PAUL SHORT LINE.

For Free Distribution.

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"THE IOWA ROUTE."

THE GREAT

PULLMAN PALACE CAR LINE,

BETWEEN

ST. LOUIS AND MINNEAPOLIS,

COMPOSED OF THE

Chicago, Burlington & Quincy,

Burlington, Cedar Rapids & Northern

AND

Minneapolis & St. Louis Railways,

Forming the **SHORTEST, BEST AND MOST DESIRABLE ROUTE** for the tourist from
St. Louis, Burlington, Columbus Junction, Muscatine, West Liberty, Cedar
Rapids, Vinton, Laporte, Waterloo, Cedar Falls,

AND ALL SOUTHERN AND SOUTHEASTERN POINTS

To the Celebrated Summer Resorts of Minnesota,

**ST. PAUL, MINNEAPOLIS, LAKE MINNETONKA, DULUTH,
WHITE BEAR LAKE, &c., &c.**

Round trip Excursion Tickets will be found on sale to the above points, and sold at a
VERY LARGE REDUCTION FROM REGULAR RATES.

Good from June 1st until November 1st, 1878.

Health and pleasure seekers should not fail to make the trip to the famous resorts of

MINNESOTA.

Bear in mind that by taking "THE IOWA ROUTE" you have
**The Celebrated Pullman Cars Through from St. Louis to Minneapolis
WITHOUT CHANGE.**

Full information concerning Tickets, Rates, &c., can be obtained by addressing Ticket
Agents on the line of the Railways, or General Ticket Office, at Cedar Rapids.

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B. F. MILLS,

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Write to B. F. MILLS, Ass't Gen'l Ticket Agt., Cedar Rapids, Iowa, for copies of this pamphlet.



MINNESOTA.



TO the people of St. Louis and the great Southwest, Minnesota sends Greeting ! With a cool, bracing, invigorating atmosphere, rich in ozone and oxygen, equaled nowhere else in the world in its life-giving properties, and with an attractiveness of scenery unsurpassed in loveliness and interest, Minnesota offers to the tourist and the invalid a hearty welcome, confident that the one will surely find rest and enjoyment, and the other that much coveted of earthly blessings—health.

Her scenery is varied and attractive. Lakes, quiet and unobtrusive, meet one at every turn and captivate the seeker after rest and health and the lover of the beautiful by their shady banks and little bits of waterscapes, forming an aggregation of all that tends to make a beautiful picture set in a frame of foliage of the loveliest hue. One finds



nothing to remind him of the sublimity of the Rockies or the Sierras, nor the expanse of ocean, but rather a commingling of lake and wood and prairie, forming a beautiful garden spot, wherein can be culled the sweetest and fairest flowers without exertion, and wherein nature exhibits only peace and contentment.

We would not convey the impression that Minnesota scenery is tame or commonplace, for such is not a fact. Grand old forests, noble rivers and peerless lakes, the latter in almost endless variety and beauty, meet the eye and gratify the sense wherever we go, while the falls of St. Anthony and Minnehaha, the Dalles of the St. Croix and St. Louis Rivers, Lake Superior and other points of interest afford a variety of scenery to be found nowhere else, in an equal extent of territory on this continent. Nearly every foot of ground in the State is rich in Indian romance and story, and the days or weeks spent by the tourist in following out these legends and in visiting the many battle grounds and historical localities will be time well spent and cannot fail to amply repay the searcher after the wierd and romantic.


Minnesota has long been known as a sanitarium for the consumptive and others suffering from kindred ailments, and in innumerable cases have permanent cures been effected. The following excerpt from an article written by a noted physician, on this subject, expresses more clearly than we should be able to do, the opinion entertained by medical men as to the conditions and effects of this region.

"Its position is so high that malarial diseases never originate there; its system of natural drainage is the most perfect in the world; the topography and character of the soil indicate sanitary conditions of a high character; the rainfall is less than in any other State in the Union, and occurs almost entirely during the growing months; the air is dryer than in any other section, and the trifling moisture it contains more uniformly distributed.

"But it is, perhaps, chiefly to the cool, invigorating air, free from impurities, and rich in ozone and oxygen, acting as a tonic on the system, invigorating the circulation, strengthening the nerves, stimulating digestion, and promoting the nutritive functions, that Minnesota is fast becoming a consumptive sanitarium."

Elsewhere will be found descriptions in detail of these famous Summer Resorts, with illustrations of the most important points.

ROUTES OF TRAVEL.

N this age of push and energy, rapid transit is a necessity. People, even when traveling for pleasure, will not ride on freight trains, nor in stage coaches, but demand luxurious accommodations and fast express trains.

In presenting this pamphlet to the people of St. Louis and the Great Southwest, we have only these objects in view: To present the attractions of Minnesota as we find them, and to point out in an impartial manner the best route thereto, so that no one need be deceived.

Heretofore a trip from St. Louis to Minnesota necessitated a change of cars in Chicago, and a long and disagreeable ride in an omnibus, an objection which has deterred hundreds, especially invalids, from visiting these famous resorts. To the latter class, this objection was a fatal one, but it has now, happily, been overcome. But which, you ask, is the shortest and best route from St. Louis to Minnesota points? The question is one that can be easily answered: The St. Louis, Minneapolis & St. Paul Short Line, over which a Pullman Palace Sleeping Car is hauled daily between the cities named.

This route has only just been opened to the public, but it is to be maintained as a permanent addition to the railway facilities enjoyed by St. Louis, and has already reached a popularity unprecedented in railway history.

The line is made up of the Rock Island and St. Louis Division of the Chicago, Burlington & Quincy Railroad from St. Louis to Burlington, thence over the Burlington, Cedar Rapids & Northern, and Minneapolis & St. Louis Railways to Minneapolis, forming the great "Iowa Route."

The following table of distances shows the advantages possessed by this over other routes:

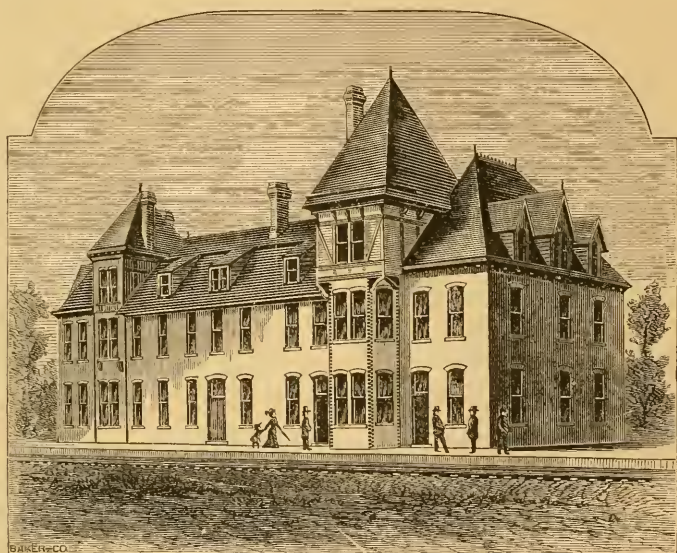
St. Louis to Chicago	283	Miles.
Chicago to Minneapolis.....	420	"
	<hr/>	703 Miles.
St. Louis to Burlington,.....	212	"
Burlington to Albert Lea	253	"
Albert Lea to Minneapolis.....	108	"
	<hr/>	573 Miles.

Difference in favor of the "Iowa Route" 130 Miles.

It will thus be seen that the line is very favorably situated as to distance. The difference in time is equally marked, and will so continue, whatever other interested parties may claim. The time occupied in making the trip is now about twenty-six hours, which time will be materially shortened as the season advances, as against thirty-four hours by competing roads. Will any one say that this is not the shortest and best route to Minnesota?

It is the purpose of the managers of this line to popularize the Minnesota Resorts with the people of the Cotton States, and with this object the officers of the St. Louis, Iron Mountain & Southern, the Missouri, Kansas & Texas and other Southern roads, are in full accord.

The companies mentioned have placed on sale at their principal coupon ticket offices throughout the entire South and Southwest, excursion tickets to Minneapolis and St. Paul at a greatly reduced rate, good until October 31st. Close connection is made with both the roads mentioned at St. Louis, and with the latter at Hannibal for these famous resorts.



UNION DEPOT, ALBERT LEA, MINNESOTA.

The office of the Minneapolis, St. Paul & St. Louis Short Line in St. Louis, is at 404 Pine street, under the famous Planter's Hotel, where Mr. Geo. W. Kerr, the Agent, will furnish any needed information, or will answer promptly and with pleasure any correspondence that may be addressed to him on the subject.

We are indebted for some of the matter in this pamphlet, and for many favors, to Mr. A. S. Diamond, editor of the *Sportsman and Tourist*, Minneapolis, a paper which should be in the hands of every person who has in contemplation a visit to Minnesota,

MINNEAPOLIS.



MINNEAPOLIS, the northern terminus of the St. Louis, Minneapolis & St. Paul Short Line, is the first city in population and interest in Minnesota, and in consequence is the objective point of the tourist. The name of the city is derived from the Indian and Greek words "Minnie," signifying water, and "polis," city, or City of Waters, a most appropriate name, situated as it is on the Falls of St. Anthony, once a point of great natural beauty and charm, but now interesting only from a commercial standpoint, as one of the most, if not the most, powerful improved water power in the world.

The city has had a rapid and almost unprecedented growth, until now its population reaches fully forty thousand souls. Broad avenues, costly churches and private residences, magnificent public buildings and great manufacturers' institutions meet one on every hand, indicating a wide-awake, ambitious, go-ahead people.

In the days when a handful of pioneer settlers occupied the banks on the east side of the river, and the west side belonged to the Fort Snelling Reservation, there was a romantic charm connected with this region that has given way to the bustle and clamor of business life. The Indians had not yet disappeared from the scene, and the birch bark canoe and dug-out were familiar sights along the river. The romances and traditions were yet fresh in the minds of the lingering savages, who were loath to give up their old haunts and hunting grounds. But these, too, however, were almost forgotten by the old men and women who learned them in their youth while marking out their homes on this delightful spot, and were it not for the enthusiasm of the young and poetic minds of these days, there would be no record of the deeds that were done here by the old occupants of the soil.

Many days can be profitably spent in and around Minneapolis by the tourist

in visiting the numerous points of interest, among which are the great suspension bridge across the Mississippi, very much handsomer in design and only one hundred feet shorter than the famous bridge at Niagara ; the Falls of St. Anthony ; Lake Calhoun, a beautiful sheet of water four miles from the city,



“ Where the Falls of Minnehaha
Flash and gleam among the oak trees,
Laugh and leap into the valley.”

with Lakes Harriet, Cedar and other small lakes in the immediate vicinity ; Bridal Veil and the Mineral Springs, just below the Falls of St. Anthony, on the east side of the river, and other points of scarcely less importance.


One of the famous trips which few tourists miss taking is that from Minneapolis to St. Paul by carriage. Starting from the former place on the west side of the river, a pleasant drive of four miles over a level prairie, brings the traveler to

Leaving Minnehaha, we come, three or four miles further on, to Fort Snelling, occupying a commanding position at the junction of the Mississippi and Minnesota Rivers. The Fort was built in 1820, and is, we believe, the oldest structure in the State. It is now occupied by a company or two of regular soldiers as a barracks and Government depot. A carriage road descends to the river 125 feet below, where a rope ferry is maintained, and we are soon placed on the opposite side, and driving up the steep hillside we find a good, smooth road which leads to St. Paul.

Several lines of railroad diverge from Minneapolis, reaching Lake Minnetonka, White Bear, the Dalles of the St. Croix and other Resorts, on which trains are run during the season for the accommodation of the tourist at a reduced rate of fare for the round trip.

Minneapolis has several large and commodious hotels, the leading one of which is the Nicollet, which is first class in all its appointments

ST. PAUL.

O the tourist and invalid, St. Paul offers many attractions. The city is compactly built on a beautiful eminence overlooking the Mississippi River and Valley for many miles, both north and south, and is well supplied with good hotels—the finest of which is the Metropolitan—railway facilities, pleasant drives, pure water and many other attractions calculated to make a more or less protracted visit a pleasant memory in after life.

Situated at the head of navigation on the Mississippi River, with diverging lines of railway in every direction, with cheap river transportation, and an importance derived from the fact of the location of the State capital, St. Paul has long been, and still continues, the chief commercial city of the Northwest. Massive business blocks line her streets, and thrift and enterprise are everywhere apparent. While Minneapolis is making rapid strides in manufactures, St. Paul, no less pretentious, with about the same population, holds the key to the mercantile interests of a vast empire of territory and is destined to be one of the leading cities of this great country.

It is needless, in a work of this kind, to give any detailed description of a city of the character and importance of St. Paul, for, as a matter of course, the tourist will not leave the State without spending several days viewing the many points of interest in and about the city.

Four miles from St. Paul, over a fine, hard, gravel road, is situated Lake Como, the fashionable resort of the denizens of the capital city, and a more beautiful spot does not exist, even in Minnesota. On a beautiful, cool Summer evening the drive to Como is most enchanting. But a short distance from the city is situated Carver's Cave, the site of the treaty between Jonathan Carver and the Indians, by which the title to large tracts of land were secured from the aborigines. Many other points of historical and natural interest can be found in the immediate vicinity of the city, so that time or interest will not lag. All of the leading rural resorts can be readily reached by lines of railway and steamboats, so that, if desired, headquarters can be made in the city, and short trips made in any direction



LAKE MINNETONKA.

FOURTEEN miles west of Minneapolis, and readily reached by the St. Paul & Pacific Railway, both from St. Paul and Minneapolis, is Wayzata, the railroad station on Lake Minnetonka. As this village is the only point on the lake touched by the railroad, it occupies a position of some importance. It is the nearest point to the city; has the advantage of railroad and telegraph facilities, communication by steamer with all parts of the lake, and in its immediate vicinity are some of the best fishing grounds in the State.

The word "Minnetonka" is of Indian origin, and signifies "big water," a term which, to the aborigine, may have had, and doubtless did, a meaning expressive of beauty as well as size, for it seems almost impossible that the red man, stolid though he was, could have been entirely insensible to the beauties of this incomparable sheet of water.

The lake extends from northeast to southwest, the extreme navigable length being seventeen miles. It is made up of a series of bays, some twenty-five in number, which are connected by inlets or estuaries, most of which are navigable for steamers. These bays are of irregular shape, and their banks are covered by a dense forest, except where the axe of the pioneer has cleared a spot for his fields, or the demands of the health and pleasure seeker have required the erection of summer homes.



UPPER LAKE MINNETONKA.

Minnetonka was, in by-gone days, a favorite resort of the native Dakota, and its magic beauty made it a sacred spot to him. Its waters gave him room to float his frail birchen canoe, and supplied him plentifully with fish. The surrounding forests were filled with deer and bear; the islands were covered with wild fruits, and the stately maple supplied the tribe with sugar. The high wooded knolls, overlooking long vistas of lake, were occupied by them as camping grounds, and it is but a few years since the smoke-colored tepee was a familiar sight to the settler.

Up the lake on the opposite shore, and about four miles distant, is Excelsior, a village which has attained considerable popularity with tourists, on account of its quiet and secluded location and its charming surroundings. Nature has done her full share in preparing a site for a fine summer resort, and improvements are being rapidly made. The town is situated on a fine rolling knob, commanding a magnificent view of a beautiful bay bearing the same name, which sets into the south shore of Minnetonka about half a mile, connecting on the east with St. Alban's Bay. The town is well supplied with hotels and

boarding houses for the accommodation of about five hundred people, and is a pleasant place to live, it having the advantage of being away from the noise and bustle of railroad travel. Two or three fine steamboats ply on the lake between Excelsior and Wayzata and points on the Upper Lake, so that the visitor is by no means out of the world, but can obtain his morning paper a few hours after it is printed, his daily mail, and other advantages of the city. One other strong point in favor of Excelsior, is the fact that no liquor is sold in the town—thanks to the noble women who made a gallant fight at the recent municipal election, and carried the day against a determined opposition. At this place, as well as at all of the other leading Resorts, a fine fleet of both sail and row boats is provided for fishing parties and picnics. Steamboat excursions to the Upper Lake to Wayzata, or around some of the numerous islands with which the lake is dotted, are of almost daily occurrence, and to miss these excursions is to miss one of the leading attractions.

About two miles from Excelsior is Hull's Narrows, the connecting link between the two lakes, Upper and Lower Minnetonka—a narrow channel through a marsh, dredged deep enough to let the small steamers pass through. The Upper Lake is the larger of the two, and has its chief charm in the wildness of the scenery and the number of picturesque islands and jutting points which present many beautiful views. It is stated, and the statement appears reasonable to the visitor, that the lakes have over three hundred miles of coast within an extreme length of seventeen miles and some three or four in width. The lake is a constant pleasant surprise to the visitor, and when the time comes, as it will in the near future, when fine hotels and pavilions are built at the leading points along and around this vast body of water, they will be thronged with the elite and fashion drawn hither from many States. Minnetonka has more natural beauty and is better situated to become a great Summer Resort than any other lake in the Northwest if not in the entire country.



HALSTEAD'S NARROWS, LAKE MINNETONKA.

WHITE BEAR LAKE.



TWELVE miles from Minneapolis, at the junction of the Minneapolis & St. Louis and St. Paul & Duluth Railways, is White Bear, situated on the banks of a beautiful lake bearing the same name. The lake is nearly equi-distant from Minneapolis, St. Paul and Stillwater, thus enjoying a central location, easy of access from the three largest cities in the State.

White Bear Lake has many attractions not possessed by other Minnesota Resorts, and is very unlike any other lake that we have seen. It seems to have been placed in just the right spot, accessible from the large cities by a mere half hour's ride, and the transition from the bustle and confusion and heat of business to the cool shade, the crisp, green grass, the easy, soothing motion of the fairy yacht, is astonishing in its healthful effects upon old and young. Camp life, with all the accessories of rowing, sailing, fishing, hunting and out-door life generally, is probably more largely in vogue here than at any of the other rural resorts.

The lake itself is a beautiful, clear sheet of water, three and one-half miles in length by two and three-quarters in width, with a beautiful island nestling in its center several acres in extent. The outline is indented with numerous bays forming about thirty miles of pebbly shore, where agates and cornelians can be secured in abundance.

The town of White Bear is the only village of any importance on the lake, and is the stopping place of all tourists, the hotels being much above the average.

We find the following interesting facts in regard to the early history of White Bear, in an article recently written by Hon. J. Fletcher Williams, Secretary of the Minnesota State Historical Society:

"This neighborhood was, from time immemorial, a grand battle ground between the Chippewas and Dakotas. There is hardly a foot of soil around White Bear Lake that has not been ensanguined by the blood of these hereditary foes. Spirit Island seems to have been the most hotly contested ground, and to this day the remains of rifle pits, redoubts and earth-works are there to be found, while its soil was enriched by the innumerable warriors who were slain. It is a perfect Golgotha—an island cemetery. These fierce combats

continued as late as 1855, when a party of Sioux from Kaposia passed the lake on a hunting expedition. Near Oneka Lake, a few miles above, they encountered the Chippewas, one of whom they killed and scalped, losing, however, two of their own braves by mortal wounds. They brought their wounded com-



FLIGHT OF WILD GESE, WHITE BEAR.

rades with them on litters, and encamped on the banks of Goose Lake, just about where St. John's Church was afterward erected, and held a scalp dance. They spent two days and nights in their infernal orgies, frightening women and children by shaking the reeking scalp of their dead enemy above their heads.

"During the early days of the white settlement the Indians were very troublesome. The Sioux claimed the right to hunt and fish and gather cranberries and rice, which were very abundant. Game was so plentiful that both Chippewa and Sioux dreaded the idea of abandoning it. The lakes teemed with fish, aquatic fowl, muskrat and mink. The forest abounded with bear, deer and other game, while wild rice

and berries were plentiful in the lakes and marshes. It was to them *Wa-se-cha*—the land of plenty. Some idea of the abundance of game may be gained by a single instance. In the Winter of 1853-4, Little Crow, Red Iron and several other chiefs, who then had a village at Kaposia, camped at the lake with a few lodges. During the Winter, by actual count, they killed 1,265 deer. What wonder that game should grow scarce! What wonder the red men should dislike leaving their *Wa-se-cha*."

White Bear, and Spirit Island in its center, received their names from the following legend:

"The strife between the Chippewas and the Dakotas had existed for many years. Occasionally the old men of the nations who had outlived the fire and fervor of hatred that existed in their youth, would grow wise and counsel peace. Though a boundary line was drawn between the grounds of the two nations, no regard was paid to it by either, until the Bad Spirit, discouraged at the death of so many youthful braves, decided to mark a fresh line between the hunting grounds of the two nations. Mounting his monstrous charger he rode through the forests and wilds of Wisconsin and Minnesota, crossing the St. Croix River by a single leap, and clearing everything before him by the fire emitted from the nostrils of his flaming steed. His route was marked by a line that was plainly visible, extending so as to divide this lake and leave a share of it for each nation. When he returned to his own dominions, the evil one left a huge beast to guard the division of the lake. This line was respected for many years, and upon a renewal of the strife the Chippewas were victorious, and the Dakotas believed that the beast, Mah-to-me-di, was the cause of the success of their enemies. At last, one of the most stalwart Dakota chiefs resolved to solve this mystery. The brave met the monster with arrows, retreating the while, but soon reaching the bank of the lake, was brought to bay,

and a terrific contest began. The hunter was covered with blood from his wounds, and the beast's white coat turned to crimson by the gore from the great gashes opened in his body by the warrior's knife. At last, just as the sun was disappearing, the chief summoned all his strength for a final effort, and inflicted a blow that reached a vital spot, and sank to the ground, insensible of the victory he had won. The lake soon came to be known as 'Mah-to-me-di,' from 'Mah-to,' white or polar bear, and 'Me-di,' lake.

"The dead brave was buried, some believe, on the island, which henceforth became a sacred place in the eyes



of the Dakotas. Ever after, during the fierce storms, when a flash of lightning lighted up the island, the Indian and his ghostly enemy could be seen engaged in mortal combat, and hence the name, also of Spirit Island."



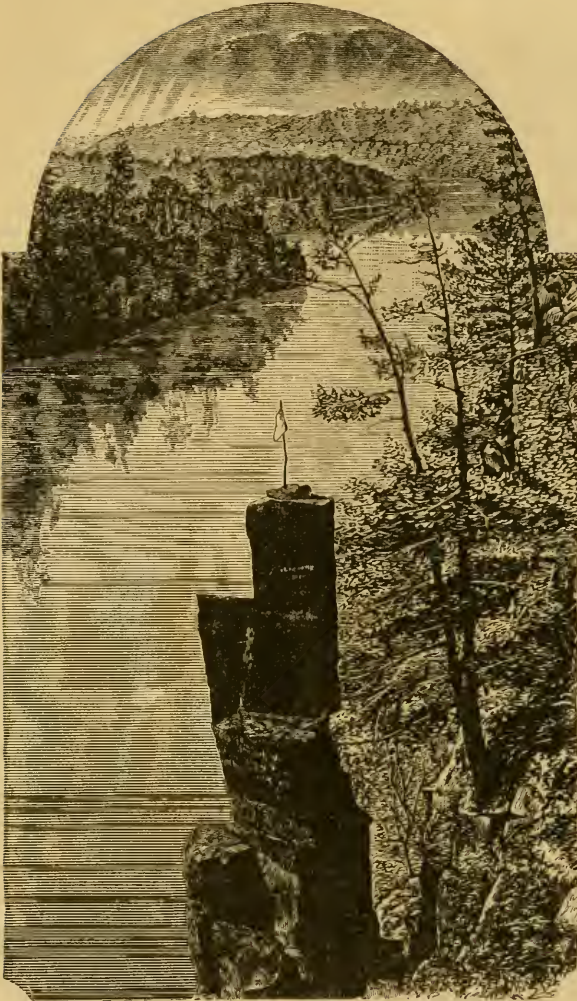
EDDY, DALLES OF THE ST. CROIX.

THE DALLES OF THE ST. CROIX.



THE Dalles of the St. Croix are easy of access from St. Paul or Minneapolis, the journey (part rail and part boat) being accomplished in a single day. The tourist who wishes to make his visit to Minnesota complete must not fail to take a steamer on the St. Croix at Stillwater for Taylor's Falls, near which town are these rapids, falls and dalles. They extend for a distance of six miles, and, with a fall of sixty-three feet, giving a tremendous power that will some day be utilized for manufacturing purposes.

Half a mile below the falls, one of the ranges of rocks rises into a perpendicular wall, on both sides of the river, and constitutes the Dalles of that stream. Between these the St. Croix rushes, at first with great velocity, forming a succession of whirlpools, until it makes a sudden bend, then glides along placidly, reflecting in its deep waters the dark image of the columnar masses as they rise towering above each other to the height of 100 to 170 feet. At the Dalles, forty or fifty feet above the level of the river, are large pot holes or natural wells, some of which are twelve to fifteen feet in diameter, and thirty to forty feet deep. These seem to have been worn in the solid rock by gravel and loose rocks kept in motion by circular currents of water, and afford evidence of the river having flowed formerly at a higher level.



DEVIL'S CHAIR, DALLES OF THE ST. CROIX.

The Dalles House, at Taylor's Falls, is a large house, almost new, comfortably and neatly furnished, and does much business in entertaining Summer tourists.

From Taylor's Falls, a stage runs every morning to Wyoming, on the St. Paul & Duluth Railroad, there connecting with trains reaching St. Paul and Minneapolis same day.

The ride across this country is through the incomparable Chisago County, over a rolling, well, timbered land, dotted with well-tilled farms, with here and there a large tract of forest or handsome grove. Half way across, are two of the most beautiful lakes in the State—Chisago and Green, each about five miles square and adjoining each other. Glimpses of them

through an oak opening, as we ride along under a bright, blue sky, when innumerable wild flowers add their bright hues to the living green, and the groves are musical with the voices of birds, inspire the visitor with the belief that this is almost Paradise. This way of return will greatly enhance the pleasure of the trip.

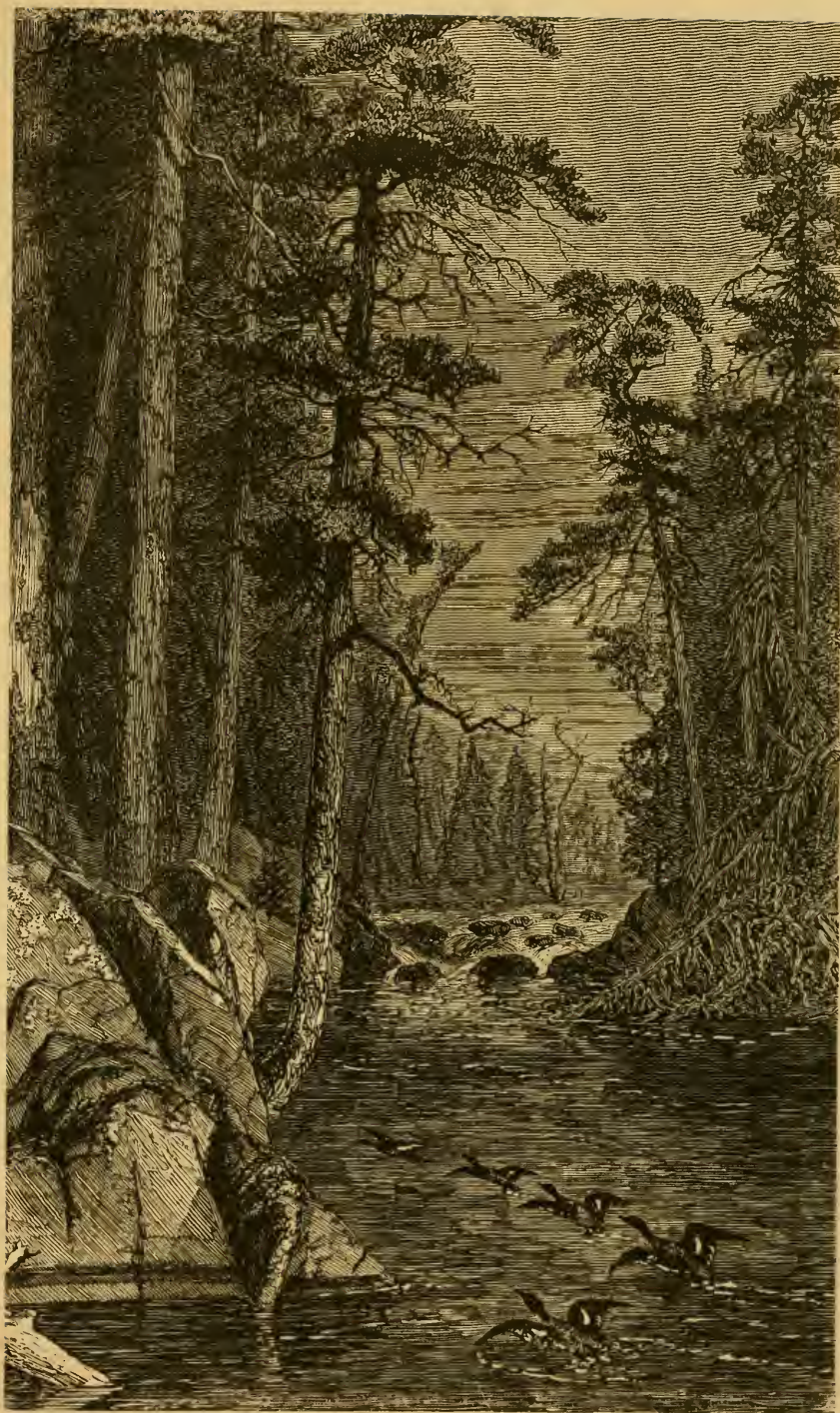
THE DALLES OF THE ST. LOUIS.



HERE is no other spot in Minnesota, and but few in this country, which can equal in natural curiosities the famous Dalles of the St. Louis River. They present to the geologist, to the naturalist, or the ordinary traveler, food for study, inquiry and amusement. The Dalles proper are about four miles long, between Thompson and Fond du Lac, on the line of the St. Paul & Duluth Railroad, and being but a short distance from the track, are for the entire distance in plain view of the traveler as he passes by. The total descent of the river is 400 feet, and is distributed in nearly equal portions to each quarter of a mile; this succession of small cataracts, roaring and tumbling over a rocky bottom,

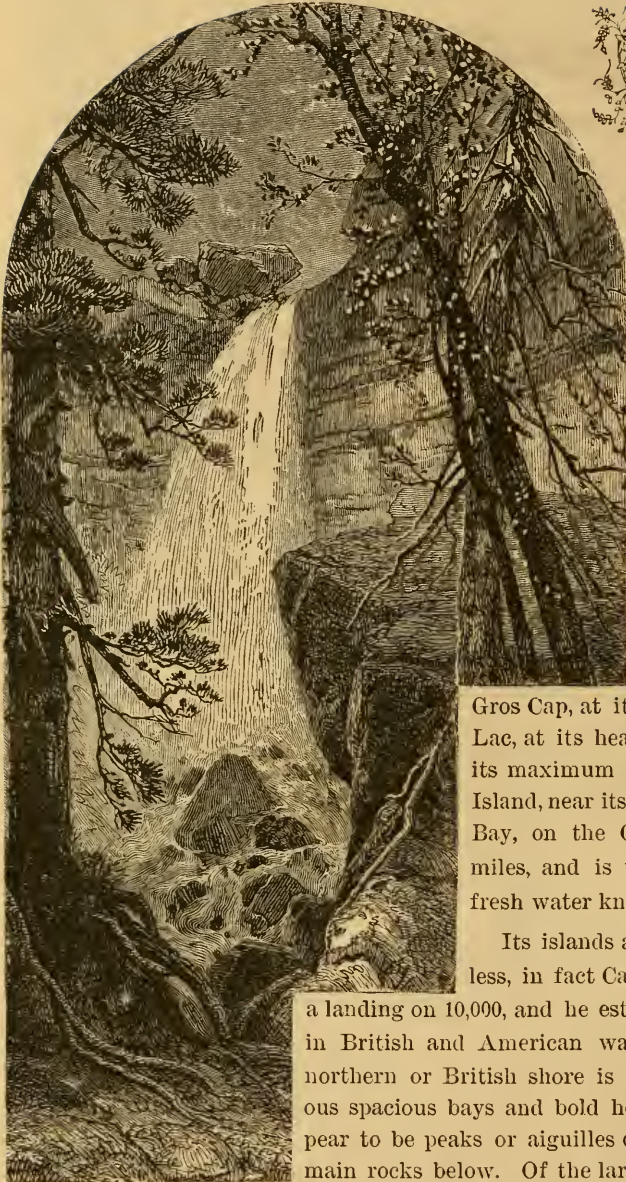
continues its onward course toward Lake Superior, broadening to 300 feet in some places, then breaking forth with greater noise and tempestuousness, leaping and dashing over some rocky barrier, flaunting its white crest of foam in its fearfully rapid descent.

The volume of water at its lowest stage has been accurately measured and found to be 288,000 cubic feet per minute. Inclosed as this river is between high, steep banks, covered with a forest of lofty pines, and in a comparatively unsettled country, it presents a singularly weird and picturesque appearance—a sight worth seeing by tourist, painter or poet.



IN THE DALLES OF THE ST. LOUIS.

LAKE SUPERIOR.



CASCADE, PICTURED ROCKS.



THE extent of Lake Superior is little known or realized. It covers an area of 32,000 square miles, and, being elevated 630 feet above and a portion of its bed some 340 feet below the level of the Atlantic, forms the deepest known depression on the earth's surface, excluding such portions as are covered by oceanic waters. Its maximum length from

Gros Cap, at its foot, to Fond du Lac, at its head, is 355 miles, and its maximum width, from Grand Island, near its center, to Neepigon Bay, on the Canada side, is 160 miles, and is the largest body of fresh water known on earth.

Its islands are almost numberless, in fact Capt. Bayfield reports

a landing on 10,000, and he estimates the number in British and American waters as 30,000. Its northern or British shore is rocky, with numerous spacious bays and bold headlands, which appear to be peaks or aiguilles connecting with the main rocks below. Of the larger class, are Thunder Bay, Cape and St. Ignace, each 1,300 feet in

height; and Pie Island, at the outlet of Thunder Bay, rises to the height of 850 feet, the two last composed mostly of igneous rocks, and the first a solid vertical body of slate, all presenting a bold and picturesque appearance. In the vicinity of its outlet, St. Mary's River, the Canada coast abounds in clus-

ters of small islands, which form a very attractive feature in the general landscape.

Its waters are exceedingly cold, and in midsummer varying but few degrees from midwinter temperature, and in twenty-fathom water, at eight feet depth, but four to six degrees, while in midlake, at a depth of six feet, but two degrees, and so transparent that objects can be distinctly seen at seventy-five to one hundred feet depth in the calm, broad sunshine.

Such is a partial description of what may be seen in this northerly section of our country. Steamers on the north shore take the traveler to Neepigon Bay and River, with its bold, picturesque scenery and capital trout fishing, Fort Williams and Prince Arthur's Landing, the terminus of the Canadian Pacific Railroad, Silver Island and Thunder Cape, Pigeon River, with its romantic falls, etc. On the south side, from Duluth, we first come to Bayfield and Ashland, flourishing towns, where fishing and boating can be had; the Apostle Islands (a group of about twenty), Keewenaw Point, Hancock and Houghton, where the most famous copper mines of the world are located; Marquette, the shipping port of the iron district; the Pictured Rocks, one of the wonders of geology. And at the eastern end of the great lake, the famous Government Ship Canal, a fine and massive structure, having the largest ship canal lock in America.

Those who desire, at a small expense, to have the real object of a Summer trip accomplished—a return of vigor and of appetite, the perfect repair of an exhausted body or mind, with the appreciated addition of continued changes of scene, with no fatigue, no dust, no anxiety of baggage, connections or hotel accommodations—will find it in the cool, clear and invigorating atmosphere of Lake Superior, in and out of its numerous ports, on steamers supplied with all the luxuries and modern improvements that can add to the comfort and pleasure of the traveling public.

The St. Paul & Duluth Railroad, as its name indicates, connects the great commercial city of the Northwest—St. Paul—with the famed city Duluth, interest in which continues to attract the public, from the fact of its having been prominently advertised in past years as the eastern terminus of the Northern Pacific Railroad.

Needless it is to make mention of the ten superb passenger steamers of the Lake Superior Transit Company—the deservedly popular Chicago steamers, of the People's Line, the "Peerless" and "J. L. Hurd," or the capacious and comfortable "City of Duluth," from the same port.

It is a fact admitted by the many who have availed themselves of this route, and cruised on this great inland sea, that no trip on this continent affords more real attraction for pleasure, health or delightful scenery.

ALBERT LEA.



FOUNTAIN LAKE, ALBERT LEA.



HIS young and sprightly city of 3,000 inhabitants is remarkable alike for its fine hotels, delightful scenery, bracing atmosphere and exciting sports. On a little horse-shoe peninsula, formed by a stream connecting two sparkling lakes, this live Western town is located, lifting her high towers of stately churches, fine residences and public buildings high above the surrounding and variegated foliage.

These lakes nestle within their gently sloping and shady embankments, quiet as a Summer's dream, while the music of innumerable feathered songsters suggest the very poetry or romance of nature.

The city is intersected by two lines of railroad—that of the Southern Minnesota, an old and well-equipped road, running east and west, to and from

La Crosse, Wis., while the north and south line is formed by the junction of the Burlington, Cedar Rapids & Northern, and the Minneapolis & St. Louis Railways, making a new and popular trunk line, courteously conducted, and amply supplied with palace coaches. Over these roads, six passenger trains arrive and leave daily.



HALL HOUSE, ALBERT LEA.

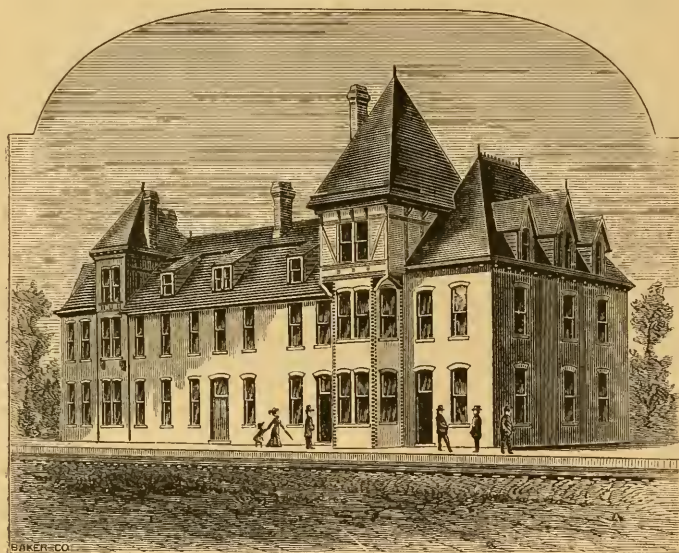
Lieut. Albert Miller Lea, a dashing and brilliant young officer, conducted, in 1835, a detachment of United States topographical engineers in search of the then hidden mysteries of the Great Northwest. On a sultry afternoon, in the month of August, Lieut. Lea halted and rested his command upon the shady bank of one of these enchanting lakes, and was so impressed with its beauty that he gave it special prominence in his work afterward published. Data from this was freely used in making up the first map of this then unsettled region; and in acknowledgment of the favor, Lieut. Lea's name was attached to this beautiful body of water. In turn, the first settlers still further honored his memory in selecting a name for their embryo city, and thus we have the origin of this singular cognomen.

Lieut. Lea, referring to this locality, said: "We passed through that beautiful region of lakes, woodland and prairie, in which the headwaters of two rivers intertwine, and came upon an elevated promontory overlooking one of the most beautiful sheets of water I have ever seen."

Among the many delightful drives to and around these charming lakes may be mentioned those leading to Itasca, along Fountain, St. Nicholas, Shell Rock and Hayward; along Albert Lea, Pickerel Lake, Alden, Lakes Freeborn, Geneva, Chapeau, Twin and Nunda, upon the bank of any of which may be found refreshing shade and delightful picnic grounds.

This enterprising and rapidly growing little city is fast taking rank as one of the leading resorts of the Northwest, and we predict that the time will soon come when it will be as well known as many of her more pretentious rivals are at the present time. There is no end of lovely landscape, and nowhere else in Minnesota have we ever seen land and water spread out in proportions more natural nor in form more attractive. People come from the great South and from the East to find in this new field rarer sports, and under these radiant Northern skies the fullness of abounding healthful life and vigor.

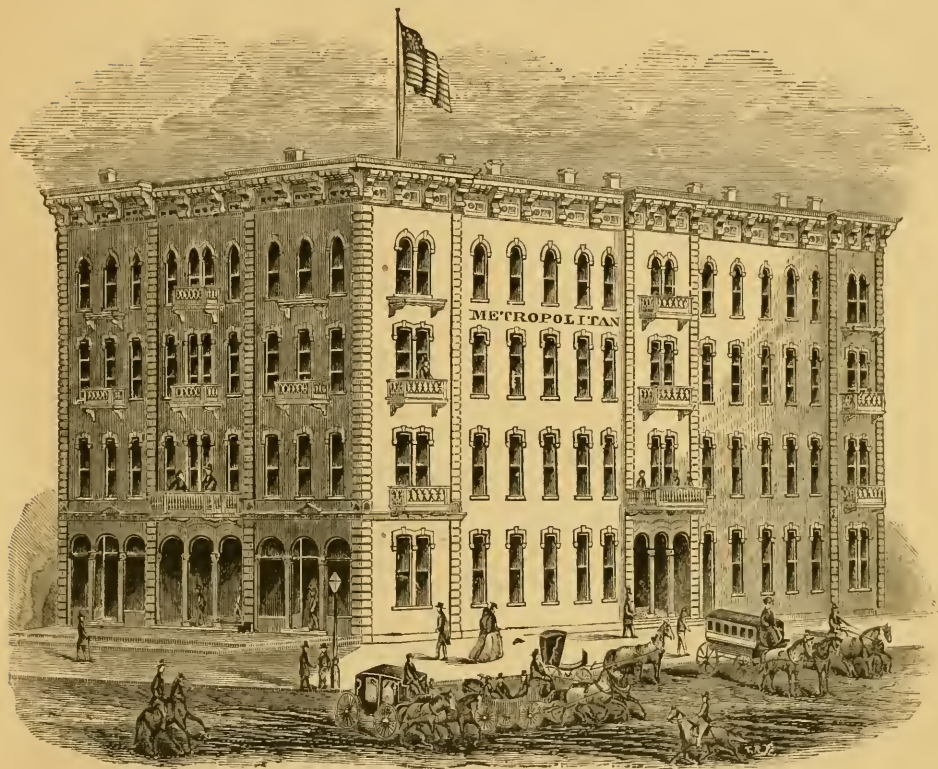
The hotels, the leading adjuncts of a Summer Resort are first-class. The Hall House, a view of which we give with our illustrations, has long been noted for its excellent cuisine, and while it is not the largest, we believe it is acknowledged to be the best hotel at a rural resort in the State. At this popular caravansary, the tourist can rest assured that he will receive all the comforts of a home. A tour through Minnesota would not be complete in any sense without at least a short stay in this beautiful little city.



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TIME TABLES.

STEAMER PEERLESS.

CAPT. ALLAN McINTYRE.

Leave Chicago 8 P. M.

June 4, 18. July 5, 18. Aug. 1, 15, 29. Sept. 12

Leave Duluth.

June 25, A. M. July 11, P. M., 25, A. M. Aug. 8, 22, A. M.
Sept. 5, 19, A. M.

STEAMER J. L. HURD.

CAPT. THOMAS LLOYD.

Leave Chicago 8 P. M.

June 13, 26. July 10, 25. Aug. 9, 24. Sept. 7.

Leave Duluth.

July 3, 17, A. M. Aug. 1, 16, 31, A. M.

STEAMER MANISTEE.

CAPT. JOHN MCKAY.

Leave Duluth 9 A. M.

June 1, 5, 10, 14, 19, 23, 28. Aug. 3, 7, 12, 16, 21, 25, 30.
July 2, 7, 11, 16, 20, 25, 29. Sept. 3, 8, 12, 17.

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CHAS. F. HATCH,
Gen'l Manager, Minneapolis.

A. H. BODE,
Gen'l Pass. Agt., Minneapolis.

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VIA
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VIA DULUTH FOR ALL PORTS OF
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Should not fail to make the tour of these great Inland Seas of fresh water, comprising Lakes Superior, Huron, Erie and Michigan, with an area of sixty thousand square miles, together with the magnificent Rivers, Detroit, St. Clair and Ste. Marie.

The trip from St. Paul, via Duluth and the Lakes, is without exception, the finest on the continent, affording tourists an opportunity of viewing the Grandest Lake and River Scenery, and visiting the most prolific Iron and Copper Mines in the world. (On Lake Superior, near Hancock, is situated the world-renowned Calumet and Hecla Copper Mine, which alone produces annually ten thousand tons of pure Copper). Between St. Paul and Duluth the passenger is enabled to view from the cars the famous Dalles of the St. Louis River, being a succession of cataracts for the distance of ten miles.

The Lake Superior climate is a sure relief for Hay Fever. Many sufferers from this disease make this region their Summer home, and always find certain relief.

Cabin passage on Steamers includes meals and stateroom, and the fare being about the price of board at a good hotel, makes the trip a cheap luxury.

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For Tickets or information in reference to this Route, apply at Ticket Office of any line leading to St. Paul or Minneapolis.

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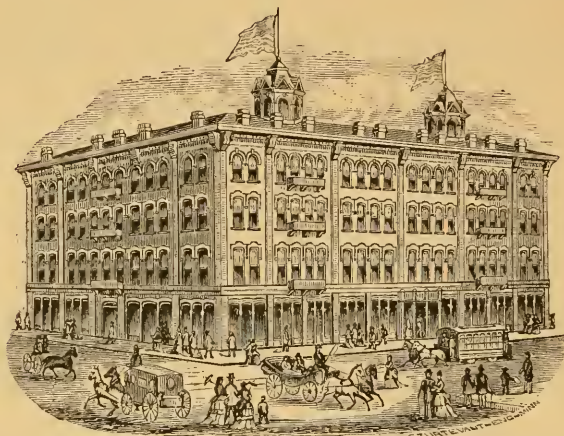
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